

5. In § 301.50–10, paragraph (c), the introductory text is revised to read as follows:

§ 301.50–10 Treatments.

* * * * *

(c) Any one of these fumigation treatments is authorized for use on cut pine Christmas trees, pine wreaths and garlands, and raw pine materials for pine wreaths and garlands. Cut pine Christmas trees, pine wreaths and garlands, and raw pine materials for pine wreaths and garlands may be treated with methyl bromide at normal atmospheric pressure as follows:

* * * * *

Done in Washington, DC, this 27th day of October 1995.

Terry L. Medley,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 95–27284 Filed 11–2–95; 8:45 am]

BILLING CODE 3410–34–P

Federal Crop Insurance Corporation

7 CFR Part 443

RIN 0563–AA78

Hybrid Seed Crop Insurance Regulations

AGENCY: Federal Crop Insurance Corporation.

ACTION: Final rule.

SUMMARY: The Federal Crop Insurance Corporation (FCIC) hereby adopts regulations for specific crop provisions to insure hybrid seed effective for the 1994 and succeeding crop years. The intended effect of this action is to incorporate the late and prevented planting coverage into the hybrid seed crop insurance policy.

EFFECTIVE DATE: November 30, 1993.

FOR FURTHER INFORMATION CONTACT: Diana Moslak, Federal Crop Insurance Corporation, Regulatory and Procedural Development Staff, Suite 500, 2101 L Street, N.W., Washington, D.C., 20037. Telephone (202) 254–8314.

SUPPLEMENTARY INFORMATION: This action has been reviewed under United States Department of Agriculture (“USDA”) procedures established by Executive Order 12866 and Departmental Regulation 1512–1. This action does not constitute a review as to the need, currency, clarity, and effectiveness of these regulations under those procedures. The sunset review date established for these regulations is October 1, 1997.

This rule has been determined to be “exempt” for the purposes of Executive

Order 12866 and, therefore, has not been reviewed by the Office of Management and Budget (“OMB”).

The provisions set forth in this rule do not impose burdensome information collection requirements that require clearance by the Office of Management and Budget under the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35).

It has been determined under section 6(a) of Executive Order 12612, Federalism, that this rule does not have sufficient federalism implication to warrant the preparation of a Federalism Assessment. The policies and procedures contained in this rule will not have a substantial direct effect on states or their political subdivisions, or on the distribution of power and responsibilities among the various levels of government.

This regulation will not have a significant impact on a substantial number of small entities. The amount of work required of the insurance companies delivering these policies and the procedures therein will not increase from the amount required to deliver previous policies. This action, in fact, reduces the paperwork burden on the insured farmer and insurance providers. Therefore, this action is determined to be exempt from the provisions of the Regulatory Flexibility Act (5 U.S.C. 605) and no Regulatory Flexibility Analysis was prepared.

This program is listed in the Catalog of Federal Domestic Assistance under No. 10.450.

This program is not subject to the provisions of Executive Order 12372 which require intergovernmental consultation with state and local officials. See the Notice related to 7 CFR part 3015, subpart V, published at 48 FR 29115, June 24, 1983.

The Office of the General Counsel has determined that these regulations meet the applicable standards provided in subsections 2(a) and 2(b)(2) of Executive Order 12778. The provisions of this rule are retroactively effective as of November 30, 1993, and will preempt state and local laws to the extent such state and local laws are inconsistent herewith. The administrative appeal provisions promulgated by the National Appeals Division under Pub. L. No. 103–354 must be exhausted before judicial action may be brought.

This action is not expected to have any significant impact on the quality of the human environment, health, and safety. Therefore, neither an Environmental Assessment nor an Environmental Impact Statement is needed.

On Wednesday, December 22, 1993, FCIC published an interim rule in the Federal Register at 58 FR 67644, to amend the Hybrid Seed Crop Insurance Regulations (7 CFR part 443) by incorporating late and prevented planting provisions into that policy, effective for the 1994 and succeeding crop years. Because this rule benefited the insured by improving coverage for policyholders, good cause was found to make the interim rule retroactively effective as of November 30, 1993.

Following publication of the interim rule, the public was afforded 60 days to submit written comments, data and opinions, but none were received. Therefore, the interim rule as published on December 22, 1993, at 58 FR 67644 is hereby adopted as a final rule.

List of Subjects in 7 CFR Part 443

Crop insurance, Hybrid seed.

Final Rule

Accordingly, pursuant to the authority contained in the Federal Crop Insurance Act, as amended (7 U.S.C. 1501 *et seq.*) and for the reasons set forth in the preamble, the Federal Crop Insurance Corporation hereby adopts as a final rule, the interim rule as published at 58 FR 67644 on December 22, 1993.

Done in Washington, D.C., on October 25, 1995.

Kenneth D. Ackerman,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 95–27334 Filed 11–2–95; 8:45 am]

BILLING CODE 3410–FA–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94–ANE–31; Amendment 39–9408; AD 95–22–01]

Airworthiness Directives; Aerospace Lighting Corporation Power Units and Power Supplies

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Aerospace Lighting Corporation (ALC) lamp connectors and fluorescent lamps, that currently requires an inspection, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting

systems. This amendment adds an optional replacement of certain power units and power supplies with new technology parts as terminating action to the repetitive inspections. This amendment is prompted by the availability of new technology components. The actions specified by this AD are intended to prevent smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft.

DATES: Effective December 4, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 4, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospace Lighting Corporation, 101-8 Colin Drive, Holbrook, NY 11741; telephone (516) 563-6400, fax (516) 563-8781. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Bradford Chin, Electronics Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Third Floor, Valley Stream, NY 11581-1200; telephone (516) 256-7507, fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90-14-06, Amendment 39-6640 (55 FR 27457, July 3, 1990), which is applicable to Aerospace Lighting Corporation (ALC) lamp connectors, Part Number (P/N) 31.85.1.A, and Series 66 fluorescent lamps, was published in the Federal Register on January 4, 1995 (60 FR 382). That action proposed to continue to require an inspection, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting systems in accordance with ALC Information Bulletin No. IB 90-001, dated August 15, 1992. That AD also proposed to add an optional replacement of power units, and power supplies and dimmers, with new technology protected power units, and protected power supplies, as applicable. Installation of these protected power units and protected power supplies

constitutes terminating action to the repetitive inspections. The actions required by that proposed AD would be required to be accomplished in accordance with the following ALC Installation Instructions (II): AL-11023M, Revision A, dated May 20, 1994; AL-11024M, dated March 15, 1992; and AL-11025M, dated March 15, 1992. These II's describe procedures for installing improved design protected power units, and protected power supplies, as applicable.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Three commenters support the rule as proposed.

One commenter suggests that the real problem lies with Series "66" lamps, which have spring tension split rings that cause arcing as the lamps wear. The commenter suggests that a terminating action need only require replacing all Series "66" lamps with Series "AL-12" lamps. The FAA does not concur. While the FAA agrees that replacing the Series "66" lamps will eliminate the lamp connection as a possible arcing site, the rest of the lamp output loop contains the same arcing potential as the lamp connector. The FAA has determined that replacing the Series "66" lamps is not a satisfactory terminating action as it does not completely prevent arcing in the aircraft from fluorescent lighting high voltage.

The manufacturer states that the economic analysis work hours and parts should be lowered to better reflect field practice. The FAA concurs and the economic analysis has been revised accordingly.

The manufacturer also states that the list of aircraft installations in the applicability should be revised to delete a Beech model and add certain Raytheon Corporate Jets, Inc. and Bombardier Inc. Canadair models. The FAA concurs and this final rule has been revised accordingly.

The manufacturer also commented that the ALC part numbers listed in paragraphs (d)(3) and (d)(4) of the proposed rule represented the same unit. The manufacturer suggests that paragraphs (d)(3) and (d)(4) can be combined into a single paragraph. The FAA concurs. The part number for ALC P/N 18-95D was changed in January 1991 to P/N AL-0598, and P/N 22-311 to P/N AL-0542. These old and new part number units are functionally and physically identical. ALC has integrated the dimmer functions of P/N 22-311 and P/N AL-0542 into power units P/N AL-5118 and P/N AL-5130. Because

of these changes, the FAA has revised paragraphs (d)(3) and (d)(4) by combining them into a single paragraph (d)(3) in the final rule.

The manufacturer also states that the word "removal" should be deleted from paragraph (a)(2). The FAA does not concur. Operators are required to remove unserviceable parts and then replace those parts with serviceable parts. The FAA has, however, reworded paragraph (a)(2) for clarity and to update the referenced service information.

Lastly, the manufacturer states that paragraph (d)(2) should provide that the optional replacement actions constitute alternative methods of compliance with the AD. The FAA does not concur. The replacement actions in paragraph (d)(2) work to end an operator's obligation to continue repetitive inspections, and, therefore, compliance with those inspection requirements of the AD. The FAA views those actions as an end to the AD for that operator rather than as an alternate method of complying with the AD.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that it will take approximately 1 work hour per power unit or power supply to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$400 per power unit or \$900 per power supply. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$460 per power unit or \$960 per power supply.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a

substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-6640 (55 FR 27457, July 3, 1990) and by adding a new airworthiness directive, Amendment 39-9408, to read as follows:

95-22-01 Aerospace Lighting Corporation: Amendment 39-9408. Docket 94-ANE-31. Supersedes AD 90-14-06, Amendment 39-6640.

Applicability: Aerospace Lighting Corporation (ALC) lamp connectors, Part Number (P/N) 31.85.1.A; Series 66 fluorescent lamps; power units, P/N's TR-991, TR-992, AL-0546, and AL-0514; and power supplies, P/N's 1895D and AL-0598. These products are utilized in cabin fluorescent lighting systems, and are installed on, but not limited to, the following aircraft: Airbus Industrie Model A310; Avion Marcel Dassault Breguet Aviation Model Falcon 10; Boeing Airplane Company Models 727, 737, 747, and 757; Raytheon Corporate Jets, Inc. (formerly British Aerospace) Model HS. 125-600A, -700A, -800A, and -1000A;

Bombardier Inc. Canadair Ltd. Models CL-600-1A11, CL-600-2A12, CL-600-2B16, CL-600-2B19, CL-601, CL-601-3A, CL-601-3R; Cessna Aircraft Company Models 550 and 560; Dassault Aviation Models Mystere-Falcon 20 and 50; Empresa Brasileira de Aeronautica S/A Model Embraer EMB-120; Gulfstream Aerospace Corporation Models G-159, G-1159, G-1159A, and G-IV; Israel Aircraft Industrie, Ltd. Models 1124 and 1125; Jetstream Aircraft, Ltd. Jetstream Model 310; Learjet Corporation Models Learjet 35 and 36; Saab Aircraft AB Model Saab 340A; and Sikorsky Aircraft Division Model S-76A.

Note: This airworthiness directive (AD) applies to each product identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For products that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any product from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft, accomplish the following:

(a) Within 30 calendar days of the effective date of this airworthiness directive (AD), accomplish the following:

(1) Inspect the cabin fluorescent lighting system in accordance with ALC Information Bulletin No. IB 90-001, dated August 15, 1992, paragraph IV. "Fluorescent Lighting System Components Identification and Inspection Procedure," subparagraphs B.1, 2., 3., 5., 6., and 7.

(2) After completing the inspection above in paragraph (a)(1) of this AD, remove and replace any part(s) found to be damaged or improperly configured in accordance with

paragraph IV. B.4, 8., and 9., as required, of ALC Information Bulletin No. IB 90-001, dated August 15, 1992.

(b) Within 5 flights or 10 flight hours, whichever occurs first, of a cabin fluorescent lighting system components failure, repeat the removal and replacement procedures of paragraph (a)(2) of this AD.

(c) An alternative method of compliance with paragraphs (a)(1), (a)(2), and (b) of this AD would be to turn the fluorescent lighting system off and to placard the system to prevent unintentional activation.

(d) Replacement of the following ALC parts, in accordance with the following instructions, constitutes terminating action to the inspections required by paragraph (b) of this AD. These actions are:

(1) Remove power units, P/N TR-991 or AL-0546, and replace with protected power units, P/N AL-5117, in accordance with ALC Installation Instruction (II) No. AL-11025M, dated March 15, 1992.

(2) Remove power units, P/N TR-992 or AL-0514, and replace with protected power unit, P/N AL-5112, in accordance with ALC II No. AL-11024M, dated March 15, 1992.

(3) Remove power supplies, P/N 18-95D or AL-0598 and dimmer, P/N 22-311 or AL-0542, and replace with protected power supply, P/N AL-5118 or AL-5130, in accordance with ALC II No. AL-11023M, Revision A, dated May 20, 1994.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note: Information concerning the existence of approved alternative method of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Revision	Date
ALC II AL-11023M	1-18	A	May 20, 1994.
Total pages: 18			
ALC II AL-11024M	1-9	Original	March 15, 1992.
Total pages: 9			
ALC II AL-11025M	1-9	Original	March 15, 1992.
Total pages: 9			
ALC No. IB90-001	1	Revision	August 15, 1992.
	2-8	Original	March 30, 1990.
	9	Revision	August 15, 1992.
	10-13	Original	March 30, 1990.

Total pages: 13

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospace Lighting Corporation, 101-8 Colin Drive, Holbrook, NY 11741; telephone (516) 563-6400, fax (516) 563-8781. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on December 4, 1995.

Issued in Burlington, Massachusetts, on October 11, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-26723 Filed 11-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-195-AD; Amendment 39-9418; AD 95-22-10]

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes. This action requires replacement of the rear pintle pin of both main landing gears (MLG) with an improved pintle pin assembly. This amendment is prompted by the results of fatigue testing, which demonstrated that fatigue cracking can occur in the heads of these pintle pins. The actions specified in this AD are intended to prevent the initiation and propagation of such fatigue cracking, which could lead to the failure of the pintle pins and consequent collapse of the MLG.

DATES: Effective November 20, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1995.

Comments for inclusion in the Rules Docket must be received on or before January 2, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-195-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A320 series airplanes. The DGAC advises that, during full-scale fatigue testing conducted by the manufacturer, fatigue cracks were found in the heads of the pintle pins of the main landing gears (MLG) of test airplanes at 118,700 simulated flights. Such fatigue cracking, if not corrected, could result in failure of the pintle pins and consequent collapse of the MLG.

Airbus has issued Service Bulletin A320-32-1024, dated January 29, 1990, which describes procedures for replacing the pintle pin assembly with an improved assembly. The pintle pins of the improved assembly have thicker heads and walls, making them less susceptible to fatigue cracking. This assembly also includes installation of an anti-rotation plate. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive (CN) 940240-061(B), dated November 9, 1994, in order to assure the continued airworthiness of these airplanes in France. This replacement has been accomplished during production on airplanes having manufacturer's serial numbers (MSN) 022 and subsequent.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent initiation and propagation of fatigue cracking in the pintle pins of the MLG. This AD requires replacement of the rear pintle pin of both MLG's with an improved pintle pin assembly. The actions are required to be accomplished in accordance with the service bulletin described previously.

None of the Model A320 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 21 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts would cost approximately \$12,636 per airplane. Based on these figures, the total cost impact of this AD would be \$13,896 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether